## NEW THINGS FOR SMOKERS.

NOTTLED CIGARS, CANE LIGHTERS, AND PORTRAITS IN PIPES.

A Machine that Citys and Lights Cigars-John Jacob Antor's Electric Cane Pipes Carved by a Wonderful New Machine We are a nation of smokers. In proof of this record of nearly 5,000,000,000 cigars made annually in this country for home con-sumption only, in addition to those made for export. This record is so great that it is no uncommon thing for authorities regarding the tobacco trade to receive letters from England and other European countries asking if these figures are actually correct. The bland of Cuba makes

only about 400,000,000 at the most. The English and most other Europeans like their cigars moderately dry, and at one time they dried them in kilns to get rid of the fungus which was generated in them by the close, unventilated hold of the ship during the six or eight weeks voyage, before the age of steamships. Americans like cigars fresh and moist, just as they come from the table of the work. man; and in this they are like the inhabitants of Cubs, the greatest judges of cigars in the world. In our variable climate this condition is difficult to attain without artificial means, such as water placed in the receptacles where the cigars are kept, which is apt to produce ould, and a deterioration of flavor when not done by expert hands. So the brains of cigar manufacturers have been put to work to overcome the difficulty and place their goods in the best possible condition before the public. One device hit upon is the bottled cigar, which is now seen in the stores. The cigar is made and is then placed in a glass tube, which fits it like a This tube is sealed with a cark, then dipped in melted paraffine, and covered with a cap, so that the eigar practically reaches the consumer in the same condition as it leaves the factory, and will keep so for any length of time. This is an improvement on the idea of a Cuban manufacturer of more than twenty years ago, who used to send special cigars to this country enclosed in what were rather more like glass bottles. Each contained three cigars. The end of the bottle was held over a flame until the glass softened, and it was then bent over with a wooden clip until the orifice was hermetically sealed. This device did not prove popular, neither did a more recent adaptation of the idea by another Cuban manufacturer. Another curious invention is displayed by one

of the largest firms in Broadway. It is a metal box with polished brassfittings, about fourteen inches long by six wide and ten high. From the front there coils a length of rubber pipe to the nearest gas fixture, and at the side is a small lever. On the flat top of the box is a V-shaped gutter, like the hopper of a thrashing machine. This is for the customer to place a cigar in. He then pulls the lever down, and this has the effect of opening the V and letting the cigar drop to a platform beneath. There a sharp knife comes down and cuts off the tip of the cigar, which is then slid back to meet a tiny jet of gas at one end, while a strong suction pump works at the other end, and so lights the cigar. Then another excentric tilts the platform over, and the cigar with the tip cut off and ready lit rolls down a flume into a little brass basket to the customer's tand. The entire process does not take ten seconds. The cost of this machine is said to be only \$10, and it was invented and made by a poor man, who calculates that it cost him over \$800 to make the first model. Some years ago a man in Centre street made a figure of a man, life size, which when the smoker stepped on a platform in front of it opened its mouth, bit off the tip of a cigar placed between its lips, and then automatically raised its hand, which held a torch wet with alcohol, and, sweeping it past a tiny flame, presented a light for the smoker to ignite the cigar. The reason this machine never came into any great prominence was its great cost, \$100, and because the mechanism was so finely adjusted that the lesst rough or carciess treatment threw it out of working order.

A new idea in lighters for cigars is found in a walking stick, which carries a lighter in the langutter, like the hopper of a thrashing machine.

mechanism was so finely adjusted that the least rough or careless treatment threw it out of working order.

A new idea in lighters for cigars is found in a walking stick, which carries a lighter in the handle. It comes in three styes, one of them is a cane with the old-fashioned crutch handle latted with a metal flap, which is raised by a spring. This at the same time works a ratchet arrangement of ignition spots on a card, which is drawn past a scratcher, and the flame thus produced ignites a tiny wick, which will burn five minutes. The smell of the oil is the only drawback to this idea. Another lighter is a cane in which electricity is used. A SUN reporter was informed that the first cane of this kind was made for John Jacob Astor under his personal superintendence. The stick has a metal cap, and on this being opened by pressing on the epring at the side, the head of the cane will side down about an inch, completing the electric circuit and causing a coil of platinum wire, arranged on a flat surface of aslessos, to glow until the circuit is broken or the tiny battery exhausted. The cigar is lit by pressing it against the coil. The third cane is simply an improvement on a dovice which was introduced in London in the early part of the present century, and which was the idea of a German, who adapted the principle used by the Land Dyaks of Borneo. In the head of the cane there is a cylinder of stout tin, in which a piston of glass fits so tightly that it can just side up and down, and no more. At this bottom of this cylinder there is placed a quantity of burned rags or prepared theler. When the glass rod is driven down sharply, the compressed air ignites the tunder, and also at tny wick, which is glist the cigar. The Dyaks did this with a piece

this cylinder there is placed a quantity of burned rase or prepared tinder. When the air ignites the tinder, and also a tiny with, which smoulders until it reaches a dail of ignition in the sixtee and extending the content of the property of the content of the property of the content of the french during the french during

mouth puckers up like the old self-closing pouch, and is held closed by a ring. It is a novelty, and nothing more.

Another novelty in pipes bordering on the relision is face, one full face, the others being one of each profile, take them to the pipe man, and he will carve you an axact reproduction of the portraits in a head forming the lowel of a mercechann pipe. In this way a young man may have the features of his best girl on his pipe, and the features of his best girl on his pipe, and the features of his best girl on his pipe, and as of still stallesances, when the scarce reproduced as a small statuette, the size of a tipe bowl, and either way it will cost only about \$100, a very small item when the artistic work of the American workman is considered. Many of these are being carved for the favenist he bould a pipe, while the ferrule also unarrees and shows he mouth piece, then giving a long pipe for the bould a conting a consulprace, then giving a long pipe for the bould a conting a consulprace. Further down the sitch of the cane is a tiny able which contains a discendancy proof matches.

A currous item from termany is to be seen in accordance to the cane is a tiny able which contains a discendancy of a great commerce and busy thousands all beneaks of a maplitude and splead from a comparatively water is labeled from a comparatively can surface within the sarch stating the mouth piece. Further down the bound of a shorter one is desired the cane in a tipy able which contains a discendancy proof matches.

A currous item from termany is to be seen in a currous item from termany is to be seen in a currous item from termany is to be seen in a currous item from termany is to be seen in a currous item from termany is to be seen in a currous item from termany is to be seen in a currous item from termany is to be seen in a currous item from termany is to be seen in a currous item from termany is to be seen in a currous item from termany is t

cigars. It is to be said right now that the American citizen prefers to do his own smoking. This machine is apparently a box about two feet square and five inches in height, through the top of which are stuck twenty-four cigars, and these by an automatic draught are regularly smoked, the hige clouds curling up in the window with regular puffs, which appear to hypnotize the oniongers. The sab grows longer and longer until all are burned out. It is difficult to see what is gained except attracting a crowd, but if the dealer would put in fine cigars and arrange so that an exhaust would drive the smoke of the cigars across the sidewalk, one could understand that some customers might be gained. Now it looks like a sinful waste of good material.

NOTES OF THE FINE ARTS.

Percy Moran's Water Colors and a Cottee

tion of Old Cloisonne Enamels, Mr. E. Percy Moran of the Water Color Society has a dainty taste in color and a fondness for the costumes of the colonial period. A collection of twenty-five of his drawings is now on view at the gallery of Mr. Samuel P. Avery, Jr.,

to remain for a fortnight. Whatever Mr. Moran's shortcomings may be, his water colors appeal to a certain popular taste for prettiness. His figures, not usually well drawn, are graceful, and his color, however cold and shallow, is still daintily applied. The sentiment of his pictures is always polite too. however empty in any genuine manifestation of intellectual power. He does the sort of inane trivialities that some of the French aquarellists do with a superior skill that Justides them.

In "Ready For Tea" Mr. Moran has painted a pretty maid lighting the candles before serving the evening meal. Her tidy gown, cap and apron, the candelabra and the Chippendale chairs, indicate the period of the agreeable domestic scene. The picture is curiously lacking in warmth of color, however, and that is a common deficiency in all these drawings. "Love Letters" is the title of one of the eleverest of them. Two young women, one in white and the other in pale pink, are comparing tender notes in a room, the walls of which are of a peculiarly barmonious green. The effect of the picture is largely decorative. This, too, may be said of "Among the Flowers," a picture of a charming girl in a big hat and yellow and pink gown gracefully posed in the midst of the flowers and shrubberies of an overgrown and overgrosn garden. A mother and her small boy at play are the central objects in "Battledoor and Shuttlecock," their surroundings being a sunny garden of light emerald hoe. A sort of com-panion to this is "The Young Squire," in which the little son and heir is being taught the use of the folis.

garden of light emeraid hoe. A sort of companion to this is "The Young Squire," in which the little son and heir is being taught the use of the foils.

"In June" is rather feeble. Two girls, almost too ethereal for outdoor expositre, even in a warm climate, are sitting on the faded bank of a limpid stream, one of them dippting her pink toes into the water. For fear of possible exposure she has permitted her yellow skirt to trail in the water. A little way back along the bank is a gentleman in a cocked hat, sketching. He doesn't think they know it, but it is plain from the demure consciousness of the two dainty girls that they are to borrow a phrase frem the vocabulary of the higher criticism—onto him.

There is a collection, not large but distinctly select, of old cloisonne enamels on view at the Fifth Avenue Art traillerles. They date from the fifteenth to the eighteenth century, and are in very good condition. There are many small and fine bits, but the larger pieces are noticeable for intricacy and elaboration of design as well as for color.

A large vase in the form of a beaker, of the Kung-he period, is of unusual character, fine in form and rich in the enamel. There is a pair of large temple vases with covers, with archaid decoration in brilliant colors. A deep plaque has the interior beautifully enamelled in colors of a low rich tone.

Besides the examples of cloisonné, which came from Pekin, there are several cases filled with single-color, decorated, and blue and white porcelains from Shanghai and Tientsin. These include the usual cups, jars, and vases filled with single-color, decorated, and blue and white porcelains from Shanghai and Tientsin. These include the usual cups, jars, and vases in a great variety of forms. A mong the single-color pleces are a fine white vase with trumpet neck and incided foral design under the glaze, and a vase of celadon, the surface modelled in slight relief with flowers and vines.

There are many miniature blue and white vases and other cabinet specimens, and carved jad

Salvador. A successor to Mr. Harnett in the painting of such realistic still-life effects as have made Harnett's name a household word in certain down-town cafe's has appeared in the person of Miss Claude Ragnet Hirsh, who has on view at her studio, 90 Fifth avenue, a picture called "Signs of Spring." The skill of eye and hand are not more remarkable in work of this sort than is the patient application of one who essays to deceive the spectator by the absolute realism of the work. Imagination is not one of the attributes of such an artisan.

### REAUTIES OF THE EAST RIVER. Inspiriting Views to Be Caught from the Heights Beyond Avenue A.

One catches inspiriting views downward on the East River from the heights beyond Avenue A. between Forty-ninth and Fifty-ninth streets, and both upward and downward from other heights beginning in the Sixties and extending

decks from the edge of the cliff. Northward one sees the raw, unkempt New York shore, with workmen busy preparing for the time when it shall be edged and defined with continuous wharves; the Long Island shore, even in winter beautified by dense trees, and the movement of many vessels, oncoming or retreating. The length of Blackweil's Island, seeming within a stone's throw, occupies the foreground, and the Long Island shore beyond seems near from the break in the continuity of the water surface. One has a curious pleasure in seeing vessels that pass by the eastward channel disappear beyond the buildings of the Island, to reappear, whole or in parts, where a break in the stone walls occurs. There is something in it all suggesting the cosey itimacy and safety of canal navigation. Southward, however, the stream is in its full glory. The atmosphere of the middle distance seems compact of gold dust, the sun so burns upon the mixture of smoke and vapor that overhangs the river. Out of that luminous cloud there emerge from time to time masts and spars and sails, great white or black hulls with funnels beiching billowy blackness, and steam vents, feathery pearl; low-lying singrenosed yachia, a tilitand cleaving the waterswifty as it seems almost to lap their decks, lazy shoons each with one great patched sail bellying before the wind, and the hundred and one smaller craft that make the pleasure or the business of the nort. Now and then a big schooner in ballast looms up seemingly on tip as she rides high behind the tiny tug that pulls her northward. Canal boats in cowies, two or three abreast, blot broad areas of the river's surface, and interloping ferryboats move slowly athwart the seems, each a shapelees brown mass against the sun erisp glory of the background.

The commerce-crowded streets of the twin cities, robed thus in a gloriled atmosphere, might belong to any period of histony or to any spot of the Orient, so well are commonpiaco modern details softened veide, and glided. A spire peeps above the glory here and

## TAB ON THE LOCOMOTIVES.

Pegs and Boards That Show the Condition

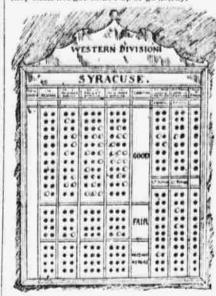
THE SYSTEM BY WHICH THEIR DOINGS ARE RECORDED.

and Whereabouts of Each at a Glance-Minute Information Concerning Them. To many persons one of the most interesting places in New York city is the lower bridge panning the network of tracks running out of the Grand Central Station. To stand here and eatch the huge become tives dashing in and out has for them a fascination that is strong and permanent. To them the locomotive is the very nearnation of strength and power, of resistless and remorseless energy. Beyond the authoric view of the machine the minds of few observers carry them. They may see a locomotive with its train disappear in the distance and wonder where it is going, and when it is coming back, but they do not wonder how the managers keep track of

the hundreds of locomotives always on the

they shall not get mixed up or go astray.

move, in division and out of division, so that



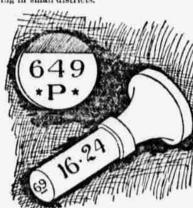
ONE OF THE BOARDS.

ONE OF THE BOARDS.

The man who keeps track of the locomotives on the New York Central is the superintendent of motive power and machiners. He keeps a record not only of the movements of each locomotive, but also of lits dimensions, equipments, class, and state of efficiency. The simplest way to look after a locomotive would be to see that it receives proper care from its engineer and fireman, and that it is repaired when they report the necessity. But this would not bring the locomotive to the standard of efficiency demanded to-day. On the walls of the office of the superintendent of motive power and machiners there are a series of large, dark wood tablets, each about five feet square, in which large metal pegs with heads bearing letters and numbers and patches of colors are stuck. The explanation of the boards and pegs brings one to the starting point in the life of a locomotive. Each baard covers a division of the road, and gives not only the location and work of the locomotives represented by the metal pegs, but also a general idea of the characteristics and condition of each locomotive. When a locomotive first comes out of the shop

sented by the metal pegs, but also a general idea of the characteristics and condition of each locomotive.

When a locomotive first comes out of the shop it gets a number and is assigned to a division of the road. This number is stamped on the head of a metal peg, which is placed in one of the holes of the proper division board. As it sometimes happens that an excess of work in one division necessitates the temporary transfer to it of locematives belonging to another division an awkward mixing up of the engines of the two divisions would sconer or later be the result if it was not prevented by the simple device of giving to each division a distinguishing color for its locomotive pegs. This is done by painting a segment of the head of the peg with the color of its division. On the New York Central the pegs for the Hudson River division are painted red: West Albany, white: Syracuse, blue; Buffelo, yellow; and Harlem, black, When the transfer of a locomotive from one division to another is ordered its peg is transferred to the beard of that division, and it is returned to its proper board when the locomotive is ordered back to its original division. If a yellow peg is in the Syracuse board, it is seen instantly that a Buffalo locomotive is working in the Syracuse division. As the movements and condition of locomotives are telegraphed to New York every day, the pegs representing them are moved to consistent positions on the boards. A series of smaller supplementary boards are kept, which show the particular work each locomotive is dehow the particular work each locomotive is do og in small districts.



ONE OF THE PEGS.

In addition to tracing the locomotives, the pers are made to give in a concise form some information which is very valuable and is principally made use of in operating the special locomotive service from headquarters. A glance at a peg in the board shows nothing more than the color and the figures on its head, but if a peg is taken out, it is seen that figures are also stamped on its shank and end. The end figures give the diameter in inches of the driving wheel, and the figures on the shank the dimensions of the cylinder. The figures on the head of the peg are the number of the locomotive, and the letter denotes its class. P meaning a passenger and F a freight locomotive. The little stars on either side of the letter also convey information.

They tell to what degree the locomotive is provided with that essential and accident-preventing appliance, the brake. On most pegs only one star appears, and its position gives two pieces of information. If it is placed to the right of the letter, it denotes that the engine has steam brakes on its driving wheels; if placed to the left, that it has air brakes affixed in the ordinary way and place. Two stars denote that the locomotive has the two sets of brakes.

While the boards thus give the superintendent a satisfactory knowledge of the condition and capacity of the locomotives they are but a small part of a system of tracing and examination whereby the smallest characteristics and greatest capabilities of each locomotive become thoroughly and systematically recorded. This additional information consists of locomotive reperisent in by engineers and others. These enable the superintendent to determine the expense of each locomotive for oil, waste, tallow, wares, repairs, material, and labor, and flually the total cost per mile, with the same speaking information of the boards, the superintendent cannot only pick out the locomotive was fit for service of a special character in an emergency, but further can so allot the work of each boomotive according to its capabilities a

Acknowledgments to a Graffeman.

From the Washington Fost.

Every seat in the car was taken when it reached the Peace Monument, bound west, and men were hanging on to the straps. But the gripman stepped for a middle-aged woman who signalled him, and she entered and stood by the door. There were three Congressmen and a boy occupying seats, but none of them showed further evidence of a knowledge that one of the opposite sea was standing than was betrayed by their becoming ignactiately interested in their newspapers. Suddenly, above the roar of the cable train, sounded the voice of a How-come-you-sai.

FORECAST OF THE ROG MILT. e Small Ead Has a Bulge and Ther Won't Se Cold Wenther Till Spring.

"If you haven't got a heavy overcost, you seedn't worry about it for six weeks yet," said an observant Orange county man, "because you won't strike any weather that'll call for it. Not this winter. How do I know? By the infallible evidence of hog milt. Now mind you! I never knew what the milt of the hog was for, unless it was for prophesying winter weather. For fifty years I had known that it did trat, but once I said to myself: 'There must be some other use for it. I'll look it up.' so I took down my dictionary. I found out a whole lot about milt. The principal duty of milt, according to the dictionary, is this: 'Milt,' says the dictionary, 'a viscus situated in the left hypochondrium, under the diaphragm; see melt,' I saw melt, and it said 'see milt,' so, having seen milt previously, I didn't call on it again, but went to bed satisfied that milt was just a weather prognosticator, and that was

So you may take it for dead fact what I tell you, and count on it. When I killed my pigs this fall. I directed my attention as usual to a pot under the diaphragm of the most prognostic-looking pig I had, and removed the viscus from its left hypochondrium. If you don't know much about pigs, I'll tell you now that the left hypochondrium of pig doesn't loom up very big as a choice cut if you're looking for pork to roast, and, if you want pork chops, shun the diaphragm. But this is simply advisory,

"Having taken out the viscus and satisfied myself that it was milt all right, I went for it in its unfailing capacity as weather prophet. As soon as I read it I said to my wife:

"Jane, said I, 'there isn't much ice in the ice house, and we'll have tog a little slow on it, for we'll have use for it, and we won't get any ice to replenish with before along in the latter part of February.

"Milt say so? returned Jane.

"That's what the milt says.' I renlied.

"Then there isn't any hurry about putting the weather strips on, 'said Jane.

"And I needn't take my furs out of the camphor,' said she. myself that it was milt all right, I went for it in

the weather strips on, said Jane.

"Not a bit, said I.

"And I needn't take my furs out of the camphor, said she.

"Take 'em out?' said I. 'Great Scott, no! Leave 'em in! There's likely to be a new crop of moths before winter sets in!'

"Simply to show you, my boy, what faith I have in the prophesying of the hog milt. This is the way to read it: A hog's milt is several inches long, and it has a big end and a smallend. When you look at it afteryou've killed your hog in the fall, just notice if the big end of it, or the little end of it, or the middle of it is bigger than it ought to be. One or the other of 'em is sure to be abnormal. If it's the big end, get things ready for the coming in of an early winter, and for its coming in stiff and to make things crack. If the middle part of the milt is swollen up, you needn't tumble over yourself to get out your sled, and your skates, and your earlaps, for winter has put itself off until along about the middle or fag end of January. If the big end and the middle of the milt are passive, and simply hold their own as reputable viscus, simply conscious of having been under the diaphraghm, congratulate yourself, and move on to the small end. That will undoubtedly be abnormally defined; have a buige on the weather, so to speak. It is virtually saying that winter is taking a rest somewhere, but will be along just about the time February is going out, and will be sturdy and atrong, with a determination to linger in the lap of spring until it's about time to think of driving your cows to pasture.

"That's the way the hog milt casts the meteorological horoscope, I have looked it over for this winter, and I want to tell you that the small end of the milt had a knob on it like a prize rutabaga. So you can take my word for it and wear your spring overcost until nearly spring, and then put it by and take down your winter uister. Put your trust in the viscus situated in the left hypochondrium, under the diaphragm, my boy, and you won't get left."

## CANAL BUSINESS BAD.

A Poor Showing Made Last Season Owing to Low Ratirond Rates.

Canal interests in the United States are in a condition of prostration nearly approaching collapse just now. The returns of the Delaware and Hudson Canal, the length of which is 108 miles, show the number of boats employed during the season to have been 5,000, or 1,000 less than last year. The tonnage for the year was 508,108 tons, against 700,903 in 1893. The Susquehanna and Tidewater Canal, from Havre de Grace, Md., to Brightsville, Pa., is to be sold, being in default on three balf-yearly payments of \$10,000 to the State of Maryland on the \$1,000,000 mortgage it holds on the property Reports from the Eric Canal, New York's great waterway, show a marked diminution in the amount of business done and a generally un-

al canal sibt for the improvement and development of canals in New York State. At present
the canals are quite a charge. This year the expense of the new work on the canals of the
State is covered by an appropriation of \$30.90.00,
and there has been raised from taxation in addition to this \$850,000 for the maintenance of
though several have been abandoned, being no
longer profitable.

Following New York in the development of its
canal system is Pennsylvania, which has 800
miles of canals, and Ohio, which has 700. The
length of the Morris and Essex Canal in New
Jersey is 100 miles, and of the Chesapeake and
Ohio Canal in Maryland 183. In the West,
developed,
With the improvement of the times and a general restoration of railroad rates business on the
canals, it is expected, will improve, but not suffriently so to restore the former prosperity,
which, it is now generally agreed, is, if not a
thing of the bast, something very much like;

DEMANDS FROM ALASKA.

Reasons Why Congress Is Asked to Create
a Territorial Form of Government.

It is several years since Alaska made its first
bid for Territorial organization. It is the only
Territory of the United States which has not a
distinctive Territorial Government.

It is expecial statutes. For several
years Alaskans have been petitioning Congress for relief. This year they have adopted
a plan different from those of former efforts.
They held a Convention, at which delegates from
sill parts of the Territory, even from the far
westward, were either present or were represented by proxy. The Convention drew up a
formal memorial and petition to Congress, and
elected a Territorial Delegate whose business, and
elected a Territorial pelegate whose business is
will be to go to Washington this winter and endeavor to obtain some sort of recognition for bis
Territory. The Convention evidently believed in
the "while you're agestin' get a pienty" theory,

Hell of the service of their from a disdiction to this \$200.00 for the maintenance of the content of the cont will be to go to Washington this winter and en-deavor to obtain some sort of recognition for his Territory. The Convention evidently believed in the "while you'rea-gettin get a-pienty" theory, for these are the instructions which the Conven-tion gave Delegate Thomas S. Nowell:

for these are the instructions which the Convention gave Delegate Thomas S. Nowell:

1. To secure the right to be represented in Congress to a Territorial Delegate to be selected by the people.

2. To reform the existing code of laws so as to make it conform to the social and political condition of the people of the district in laws of the State of the Latending to the district the laws of the State of the Latending to the district the laws of the State of the Latending to the district the laws of the State of the Latending to the district the laws of the State of the Latending to the district the laws of the State of the Latending to the district the Laws of the State of the Latending the jurisdiction of the Commissioners shall have jurisdiction to try all misdemeanors, in cluding all officience covered by section 14 of the try ranks at the try of the Commissioners of the Commissioners and the Commissioners are court to the United States Commissioners a Court to the United States Commissioners and the Latending the salary of the United States Commissioners are considered as District Court for Alaska, where the amount involved exceeds the sum of \$10.

(a) Having the salary of the United States District Judge increased to \$5,000.

3. To have a regular term of the District Court fixed it Juneau, say the November term instead, as now, at Wrangell.

4. To have a United States land office established at Juneau.

5. To assure better mail facilities, especially with

GOODS STOLEN IN TRANSIT.

TRANSPORTATION COMPANIES' EM-PLOYEES THE THIEVES.

Opportunity Afforded by the Inter-State Commerce Law-Some Merchants Talk of Creating a Fund to Bring Suits, A number of the jobbers in this city feel that condition of things exists in the wholesale trade which the Lexow committee or some sim-llar body should investigate and change for the better. The merchants themselves have looked into the matter, and they have thus far been unable to stop the systematic robbery of which for several years they have been the victims.

For the past three or four years the packing cases consigned by many of the large jobbers to transportation companies for shipment to different parts of the country have been opened between the time of consignment and the time of delivery to the consignees and a part of the ted to this systematic pillaging because they ave been unable to stop it. They are well satis fied, however, that the thefts are committed by employees of the transportation companies.

Of course, ever since wholesale merchants have sold goods they have suffered losses of greater or less magnitude in the shipment of heir orders. But it is only since the Inter-State Commerce law went into effect that these osses have been of constant occurrence. A section of that law permits the agents of transportation companies to open packing cases and examine the contents to see if the goods have been properly classified. Such a law became necessary, merchants themselves admit, from the fact that many tradesmen knowingly marked their cases, with reference to the goods they contained, falsely, in order to get better freight rates. For instance, a jobber in hard-ware would mark a case of cutlery "Nuts and bolts," upon which there is a lower rate than upon pocket knives. This false labelling result-

ware would mark a case of cutlery "Nuts and bolts," upon which there is a lower rate than a upon pocket knives. This false labelling resulted in a wholesale cheating of the railroad companies, and they demanded some sort of protection. Accordingly the Inter-State Commerce Commission incorporated the examination clause into the measure which became a law, and if by that the merchants now suffer, they have, in a way, themselves to biame.

A SUN reporter called upon a number of jobbers yesterday to loquire into their losses. It was found that the packing cases most frequently tampered with were those containing what may be designated as novelies. In the hardware trade, pocket cutlery is most often stolen. Alreed Field & Co., Hermann Boker & Co., and Wlebusch & Hilger have been particularly heavy lossers. Only a day or two ago Field & Co. had returned to them from Milwaukee a case which originally contained ten dozen pocket knives, every one of which had been stolen. Other firms report similar losses.

Drug and dry goods merchants have a like tale of wee. The H. H. Claffin Co. have made an interesting discovery. A packing case labelled "dry gossis" is rarely, if ever, tampered with. On the other hand, a case marked "laces and handkerchiefs" is frequent losses in perfumeries, tollet articles, hair brushes, combs, and the like.

The merchants have employed special detectives to watch their own packers, and it is certain, so they say, that the cases leave their stores intact. Many of their customers have made affinact that the goods ordered never reached their destination. The jobbers are, therefore, perfectly convinced that employees of the transportation companies are the thieves.

Those who tamper with the cases are apparently past masters in the art. The opening is often done so skilfully that there is no trace of it when the case reaches its destination. Once the case is opened the goods taken varies from \$5 to \$50. As soon as the loss is known the transportation company is informed of the fact, but the shipper s

## WELCOME TO THE 'BUS.

The Drivers and Conductors in Europ

Are Certainly Polite to Passengers, While true that our transit facilities, a such, are unequalled by those of any European Reports from the Eric Canal, New York's great waterway, show a marked diminution in the amount of business done and a generally unprofitable season.

The only satisfactory reason given for this general failing off in the canal business this year is the low railroad rates, which enable shippers to utilize the land lines to the neglect of the slower and little cheaper canals. The civil engineers of other days put great store in the development of the canal system, and in respect to this form of intercommunication New York State stands at the head. The New York State stands at the head of the railroads have been constantly improving, there has been little change in the canals apart from the despening of the channel in some places and an improvement of the working of the locks. By an amendment recently adopted to the State Constitution the Legislature is empowered to create an additional canal in New York State. At present the canals are quite a charge. This year the expense of the new work on the canals of the State is covered by an appropriation of \$600,000, and there has been abandoned, being so the canals and the keeping of them in repair, though several have been abandoned, being so longer profitable.

Following New York State. At present the canals and the keeping of them in repair, though several have been abandoned, being so longer profitable.

Following New York in the development of its canal system is Fennsylvania, which has 800, miles of canals in Maryland 185. In the West Northwest, and South canal interests are poorly developed.

With the improvement of the times and a general restoration of railroad rates business on the looking for a car or bus. The conductors call out the distinguishing name or streets of their ways in the development of the canals and the sepair canal system is Fennsylvania, which has 800 miles of canal in Maryland 185. In the city, as related in THE SUN the other day," said a traveller, "there is yet one important feature

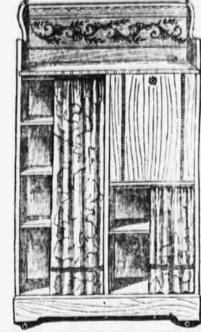
A Woman Killed by a Victors Ram. HONESDALE, Pa., Dec. 22.-Thomas Harris, a farmer living near Clifford, Susquebanna county, had a ram which for several weeks had shown a vicious disposition. The ram being a valuable animal of high blood, the farmer was reluctant to dispose of it or kill it. On Monday Harris's wife went out to feed her chickens Harris's wife went out to feed her chickens. The ram was in the yard. A short time after Mrs. Harris left the house the farmer went out to do his chores at the barn. He saw his wife bring on the ground, and the ram attacking her. He ran to the spot, when the ram turned on him and drove him back to the house, fiarris summoned sid, and the ram, which had returned to its furious attack on the prostrate body of Mrs. Harris, was killed. Mrs. Harris was dead. Her head had been pounded into a shapeless mass by the ram, and her body was mutilated.

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